

MOTOR RACING

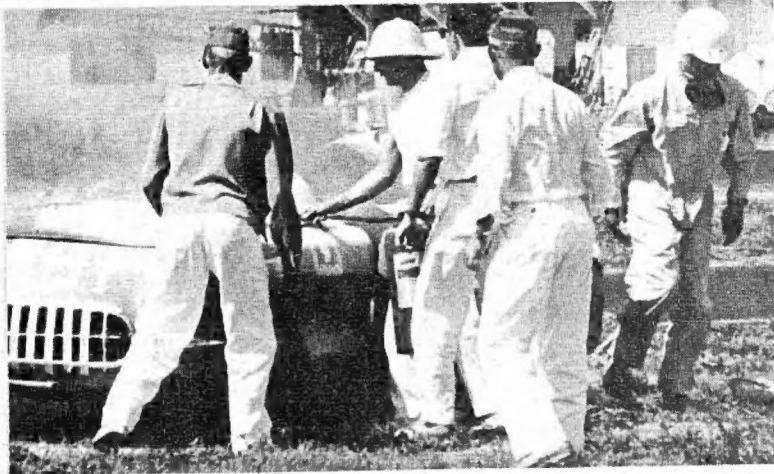
and
ECONOMY CAR NEWS

Vol. 4—No. 23 Culver City, Calif.

(Published Bi-Weekly except last issue of Calendar Year)

Sept. 18-25, 1959

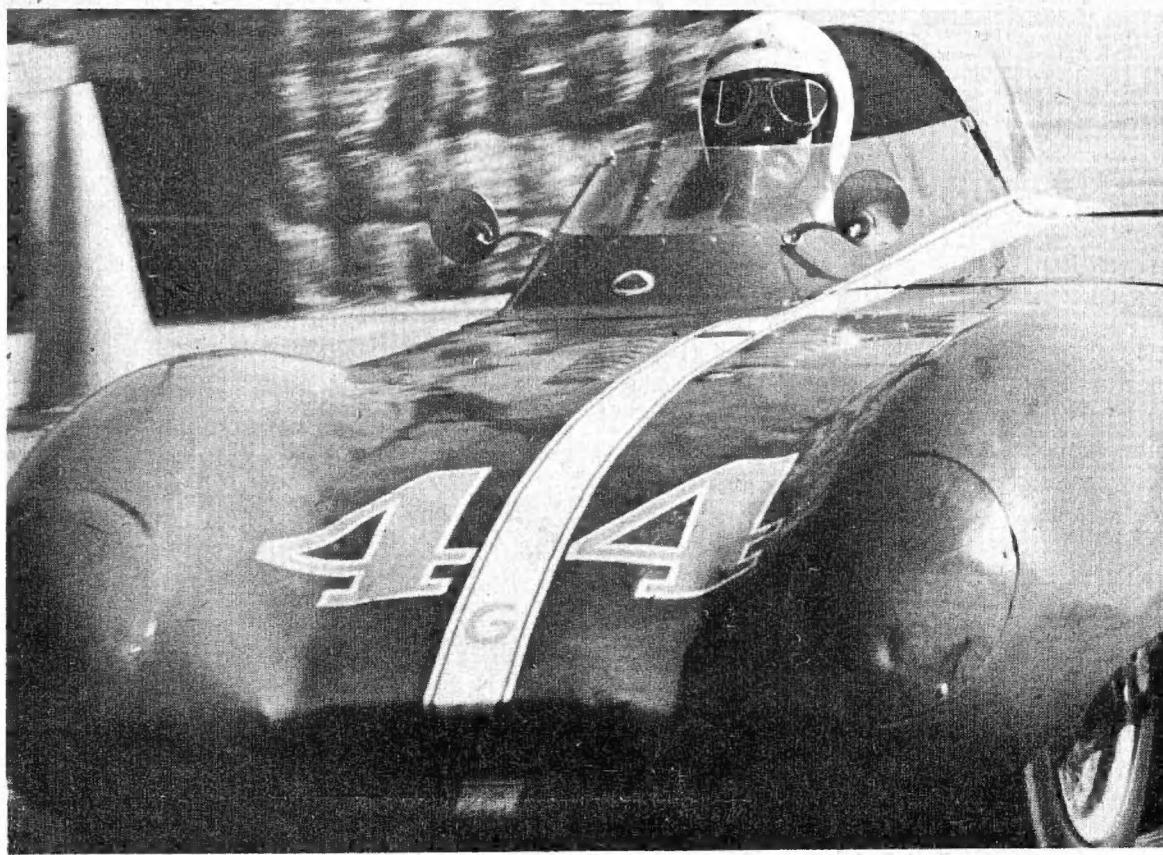
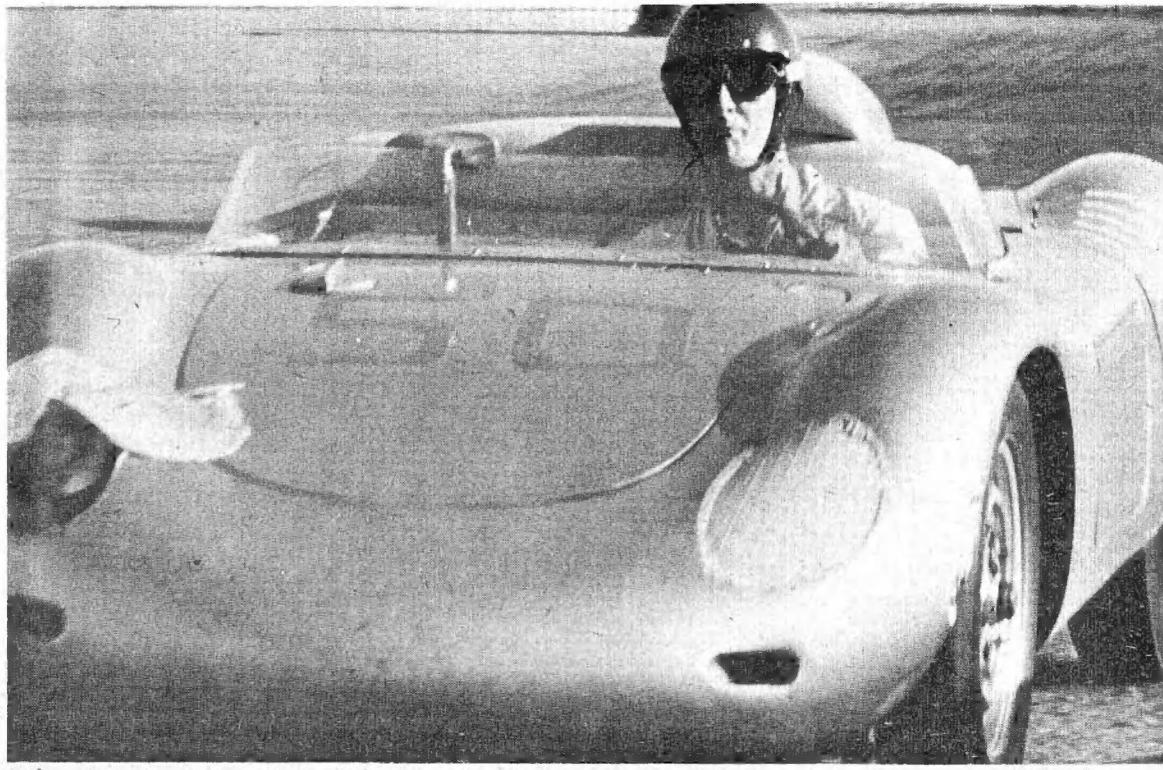
25c



ACTION!

★ ★ ★

AT TOP, flagmen scamper as Wm. Myers' Porsche Carrera Spdst. shoots off course at Santa Barbara, striking cement culvert. Car on course was unaffected. No injuries. Center left: Bob Bondurant, his Corvette afire, pulls off course and has door open before leaping. At right, flagmen extinguish blaze. Bob, OK, is at far right. Bottom photo: Curley Brayer's Coventry Climax Spl., carburetors flooding, pulled into pits, caught fire and was badly damaged. Pilot was unhurt. (Top and center photos by Bill Norcross; bottom, Jack Brady)



KEN MILES (top) on his way to victory in over-2000cc race for modifieds at Santa Barbara. Frank Monise, Lotus Mk. XI, does likewise in under-2000cc race. Other photos, pages 4-5. (Photos by Robert P. Tronolone)

MOTOR RACING

and
ECONOMY CAR NEWS

Vol. 4 — No. 23 — Culver City, Calif.

Sept. 18-25, 1959

Miles Wallops Field at S. B.

By W. R. C. SHEDENHELM
MOTORACING Staff Writer

SANTA BARBARA, Calif., Sept. 6—Ken Miles, North Hollywood car salesman, won the over-2000cc main event, and the Ernie McAfee Memorial Trophy, in a Porsche RSK 1600cc roadster today, lapping all the big-bore competition up to 2nd place Dick Morgensen (Ferrari TR) in the process.

Some 12,000 fans (paid) saw Saturday's winner, Billy Krause (Maserati 450S), leap into the lead of the 25-lap race, followed by Miles,

BUGATTI RACE

Patrick de Goldsmith led the 9-car Bugatti race at Santa Barbara in his 1937 Type 37A monoposto 1500cc Bugatti from start to finish of the 3-lap special event. He finished well ahead of Bob Day's 2-seater Type 51A, I. Grunell's Type 41A and John Garretson's Type 57C. Both Otto Zipper and Bob Estes' Bugattis were among the DNFs.

who had taken 2nd on Saturday and Don Hulette (Jag Corvette Special), who had taken 3rd.

On the fast 2.2-mile Goleta Airport course, Hulette moved into 2nd spot, ahead of Miles, on the 1st lap, then into 1st, ahead of Krause, on the 6th lap, with Miles in hot pursuit. Morgensen lost his 4th place to Frank Livingstone (Chevy Eliminator) but soon regained it.

Krause Out of Race

Hulette stretched his lead to over 9 seconds, hitting 136.37 mph down the main straight. On the 14th lap, Miles moved the RSK ahead of 2nd running Krause, 11 seconds behind

NEXT ISSUE

Coming feature in next issue of MOTORACING—pocket road test No. 1, the new Morris Mini-Minor, by Henry N. Manney. Don't Miss it.

Hulette. Krause went into the pits on the next lap, a shock absorber torn from the frame by the strain, and was out of the race.

Hulette Overheats

On the 16th lap, it was Hulette who coasted into the pits, 15 seconds ahead of Miles, with a generator mount twisted so that the water pump would not work and the engine overheated. After Miles had lapped 3rd running Livingstone, he stroked the RSK to a 17-second win over Morgensen's 3.0 Ferrari, with an average speed of 77.55 mph, as against Krause's Saturday average of 78.9 mph. Only 9 of the 19 starters finished the 55-mile race.

Course Changes

The Goleta course was several seconds faster on Saturday, due to the straightening of turns 2 and the widening of turn 3. After Eric Moir went head-on into the telegraph pole outside turn 3 and many other

(Continued on Page 4-5)

Triumph Flips; Driver Killed

WILLOW SPRINGS, Calif., Aug. 30—Louis Sidney Hill, 28-year-old Triumph driver from Lancaster, Calif., was killed here today when his car skidded off turn 2 of the tricky desert course during a hill-climb held by the Corvettes Ltd. sports car club.

Hill's seat belt reportedly pulled loose when his Triumph flipped, and he was thrown under the somersaulting car. Hill died of multiple head and neck injuries before an ambulance could be summoned from Lancaster, 15 miles away.

There was no safety inspection before the event and there was no ambulance at the course.

Vignettes

By Gus V. Vignolle

\$10,000 Rally From 8 Cities A Huge Project

"Halitosis is better than no breath at all."—GUREY.

MR. PEPYS, '59 — Up and to meet with allegedly interested parties on sale of MOTORACING, but nothing definite yet. Down the usual tranquilizers (like peanuts), deep breath of this region's poisonous smog and off to the Olive Branch in Burbank to discuss the big \$10,000 American Intl. Rally with George Holland.

Although George has an aura of mystery about him, he deserves a tremendous hand for being the first to undertake a rally of this magnitude in this country. He made up his mind two years ago when he entered two cars in the Acapulco (Mexico) rally. George reasoned: "If Europe and Mexico can do it, why can't we in the US come up with a big cash event?"

George is a prominent automotive engineer quite hep in racing, since he has sponsored cars for years. Not too long ago he was a tough, bruising ice hockey player, but you'd never guess it by his unusually quiet demeanor.

Money in Bank

This night, George Holland was a little disturbed in a quiet sort of way. Some clowns back east had started a rumor the Oct. 13-17 rally

(Continued on Page 3)

IT'S HO 9-3594

MOTORACING's telephone number is HOLLYWOOD 9-3594.

For classified ads only, please call AXminster 2-0287 and ask for Joyce Barnard. See Page 7 for other classified ad details.

The mailing address is P. O. Box 1127, Culver City, Calif.

Motoracing Entry Ready

Sparks Duo

Vies in Big Rally

Approximately 125 entries were expected before deadline for the \$10,000 American Intl. Rally slated to begin from eight cities and to run Oct. 13-17.

Chevrolet has entered nine of the new small Corvairs. Studebaker was in with six cars. There were indications that Ford would enter a number of new Falcons at the end of its 26-day "experience test run" over all federal highways. Run ends Oct. 6.

Bill Stroppe heads the 32-man team.

BULLETIN!

Don Royer, rallymaster and director of competition of the \$10,000 American Intl. Rally, announced at presstime that the entry deadline had been extended from Sept. 15 to Oct. 1. Starting from eight cities, the rally will be held Oct. 13-17.

Starter from Mexico City will be the duo of Bill Black-Ivo Stern-B., DeSoto. TR entries include Denise McCluggage, Doug Kennedy and Walter Cronkite.

George A. Holland, rally director, emphasized there was nothing to a rumor the event would not be held. He said about about 1/3 of entries were from LA.

A rugged entry is MOTORACING's tandem of Duane Sparks, this publication's rally expert, and his 21-year-old son, Jack, who will drive. They'll be in Duane's famed '57 T-Bird, last of the 2-seaters.

Famed driver Chuck Stevenson will be teamed with Duane's other son, Ted, winner of the D'Oro and de Wheeble Bounce rallies, 1st in No. Calif. standings and 7th in So. Calif. standings.



AMERICAN INTERN
\$10,000 GUARANTEE

10,000 GUARANTEE

10,000 GUARANTEE

10,000 GUARANTEE

10,000 GUARANTEE

10,000 GUARANTEE

10,000 GUARANTEE



10,000 GUARANTEE

10,000 GUARANTEE

10,000 GUARANTEE

10,000 GUARANTEE

10,000 GUARANTEE

10,000 GUARANTEE

MOTORACING'S ENTRY in \$10,000 American Intl. Rally consists of Duane Sparks, navigator, and his son, Jack (upper left, lower right). Director Geo. Holland receives entry check from Duane (lower left). That's George's Corvette. Entry is a '57 T-Bird. Upper right: Pretty June Masters, queen of rally which starts October 13 from eight cities and ends on October 17 at Las Vegas. (MOTORACING photos)



"Unpretentiousness? Jauntiness? Youthfulness? What the devil kind of feeling should ownership of a new small car induce?"

(Reprinted from the New Yorker)

RAHAL DAYTONA WINNER

DAYTONA BEACH, Sept. 6—Here's how the leaders finished in the Central Florida Region SCCA races at 3.81 mile Daytona International Speedway's sports car course.

152 miles, 40 laps—Overall positions. 91.4 mph—Fastest lap: Rahal, 97.4 mph.

Pos.	Driver	Type Car	Class	Lap
1	Ed Rahal, Savannah, Ga.	D Jaguar	C	40
2	George Metzger, Miami, Fla.	Ferrari	C	38
3	Bob Kingham, Auburndale, Fla.	Corvette	B	36
4	R. Deshom, Madera Beach, Fla.	Austin-Healey	C	36
5	W. G. Dunn, Orlando, Fla.	AC Bristol	E	36
6	Ross Durant, Clearwater, Fla.	Alfa-Veloce	G	36
7	Bill Story, Clearwater, Fla.	Alfa-Veloce	G	35
8	Bob Richardson, Clearwater, Fla.	Alfa-Veloce	G	34
9	Lalah Neuman, Opa-Locka, Fla.	Morgan	E	34
10	Pete Laffa, Jacksonville, Fla.	Mickey Mouse Sp.	E	33

Hansgen-Crawford Win Elkhart Lake '500'

By DWIGHT PELKIN
Special to MOTORACING

ELKHART LAKE, Wis., Sept. 13—Walt Hansgen and Ed Crawford drove 500 miles in six hours, five minutes and 15 seconds here at Road America Sunday—and then needed another two hours before finding out whether their theoretically record-breaking ride was good enough to win.

The two Lister Jaguar pilots were only two of some 37,000 spectators and competitors who had to sweat out the final results in one of the most bizarre finishes in the three-year history of the Road America "500" classic. In fact, it took five and a half hours before the final positions of the 29 finishing cars were calculated.

With the awarding of the Harley Earl trophy to the veteran pair of Briggs Cunningham scuderia drivers went the distinction of obliterating two course records. One was the 500-mile average speed mark of 81.4 set by Phil Hill in a 3.8

Ferrari back in 1957; the other was the single lap mark of 86.4 set by Carroll Shelby in a Maserati that same year.

Crawford blasted Shelby's record by hitting 86.486 a couple hours after the race was under way, while the winning pair's average speed for the full grind was 82.18 miles an hour.

Unsettled

When most of the 37,000 left the course, they were either under the impression that Roger Penske and Harry Blanchard had won in their RSK Porsche or that any of three different cars would eventually be declared the winner. It was that

(Continued on Page 3)

New Heuer RALLYE-MASTER



available as shown or separately
"MASTER-TIME"

8-day precision watch with back
feature for synchronizing of
sweep second hand.

\$63.25 F.E.T. incl.

"AUTO-RALLYE MONTE CARLO"

Shows seconds, minutes, hours
to 12 hours

Also available with additional
decimal or tachy scale

\$52.50 (no F.E.T.)

"RALLYE-MASTER" as shown

Combined Master-Time & Monte Carlo

\$115.75 F.E.T. incl.

Most Complete Selection of
Rally Equipment in U.S.

Headquarters for
Rally Equipment

Write for free Rally
Equipment Catalog

FELDMAR STOPWATCH
DISTRIBUTORS
8971 W. Pico Blvd.
CR. I-7872

*TRIUMPH TR3
*ALFA ROMEO
*RENAULT

*HILLMAN MINX
*PEUGEOT
*BORGWARD

DRIVE
THEM ALL
COMPARE
AT ONE TIME

\$25 down
36 months to pay

World's Finest Tire! MICHELIN 'X'

FOR
FAST
CARS

FOREIGN
AND DOMESTIC

- DOUBLE TIRE MILEAGE
- HOLDS ON ANY SURFACE
- SAFE AT 130 M.P.H.
- ELIMINATES TIRE SQUEAL

MOLDS FOR RECAPPING THE
IDENTICAL MICHELIN "X"
TREAD AVAILABLE VERY
SHORTLY

COMPLETE STOCK FOR
ALL CARS AND TRUCKS
DEALER INQUIRIES
INVITED

HAL MOODY'S

TIRE SERVICE

4698 San Fernando Road,
Glendale, California
CH 5-5119 CI 1-1123



PACIFIC COAST

Point Standings

By ERIC HAUSER

The following point awards, compiled last Sept. 10, include road races at Riverside, Seafair at Shelton, Wash., SF SCCA at Tracy, Calif., and CSCC Labor Day program at Santa Barbara.

A protest filed against one class leader at Santa Barbara will result in loss of ALL points earned if the protest is upheld.

Modified Over 2000cc

1. Dick Morgensen, Ferrari
2. Richie Ginther, Ferrari
3. Bill Krause, Maserati
4. Jack Flaherty, Lister-Jaguar
5. Chuck Daigh, Special
6. Carlyle Blackwell, D-Jaguar
7. Don Hulette, Chev. Spi.
8. Josie von Neumann, Ferrari

Class E Modified

1. Sam Weiss, Porsche RSK
2. Ken Miles, Porsche RSK
3. Gordy Glycer, Ferrari TR
4. Jay Chamberlain, Lotus
5. Jack McAfee, Porsche

Class F Modified

1. Bob Drake, Cooper
2. Joe Playan, Porsche RS
3. Don Wester, Porsche
4. C. S. Howard, Porsche RSK
5. Bill Leyden, OSCA

Class G Modified

1. Art Snider, Lotus
2. Frank Monise, Lotus
3. James Lowe, Lotus
4. Jackie Reddish, Lotus
5. Stan Peterson, Lotus

Class H Modified

1. Harry Jones, Lotus
2. Bill Molle, Fairchild
3. Chuck Gounis, Crosley
4. Don Miller, Miller
5. Bill Wood, DB

Class B Production

1. Bob Bondurant, Corvette
2. Vince Mayell, Corvette
3. Hugh Harn, Corvette
4. Fred Grant, Corvette
5. Ray Altman, Corvette

Class C Production

1. Dean Mears, MB 300SL
2. Hal Richardson, Jaguar
3. Peter Culkin, MB 300SL
4. Gail Carver, Jaguar
5. Ted Roberts, Jaguar

Class D Production

1. Jimmy Moore, Porsche GT
2. Jack Breskovich, AH 100S
3. D. D. Michelmore, Porsche GT
4. John Barneson, Porsche GT
5. Bob Windhorst, AH 100S

Class E Production

1. Charles Parsons, Porsche
2. Bob Kastner, Triumph
3. Ron Bucknum, Porsche
4. Lew Spencer, Morgan
5. Rich Hilgers, Morgan

Class F Production

1. Willie West, Morgan

Class G Production

1. Dick Hayward, Alfa
2. John English, Alfa
3. Mike Roetner, Alfa
4. Ron Hathaway, Alfa
5. Steve Froines, Alfa

Class H & I Production

1. Dan Parkinson, Abarth-Fiat
2. Jim Parkinson, Abarth-Fiat
3. Willie West, Abarth-Fiat
4. Ray Pickering, AH Sprite
5. Phil Binks, AH Sprite

Class I Production

1. Paul Cunningham, AH Sprite
2. Steve Newland, AH Sprite

Women Over 1600cc

1. Barbara Windhorst, AC Bristol
2. Mary McGee, AC Bristol
3. Joan Galloway, Lotus s/c
4. Lorraine Wood, Austin Healey

Class J Production

1. Marie Dixon, Maserati
2. Sunnie Baker, Porsche
3. Betty Shutes, Porsche RS
4. Prudence Baxter, Lotus

Class K Production

1. Odette Bigler, MG
2. Mary Davis, Cooper
3. Katherine Bliss, MGA



Above are Ford's first official photographs of its new economy car—the Falcon. Ford expects to build 100,000 of them by the end of 1959.

The Falcon has a water-cooled, front-mounted engine.

Wheelbase is 8½ inches shorter than standard cars and its over-all length 27 inches shorter than a 1959 Ford Fairlane, yet it is a full six-passenger car.

The new overhead-valve, water-cooled Falcon engine has a piston displacement of 144 cubic inches and a 3½-inch bore with a 2½-inch stroke.

EVEN ON TRAINS

On the train on the way from Los Angeles to San Antonio, where my daughter and son-in-law, Harriet and Don Vasoue, were to meet me and drive me to Mexico City, the conductor was reading—guess what? MOTORRACING! I didn't know railroad conductors were interested in the sport.

ADELLE WEAVER
San Antonio, Tex.

STICK TO RACING
Keep Shedenhelm going, but make him stick to racing and allied subjects.

STUART DANE
Los Angeles

KEEP WRSC
It's about this "Slightly Modified" column by W.R.C.S., etc. that appears in every issue of Motorracing. Cut the column and I'll cut my subscription. Get it?

DICK MESSER
Los Angeles

The wart hog is found in South Africa.

MOTORRACING
AND ECONOMY
CAR NEWS

Published Bi-weekly, except last issue of calendar year by Y. & P., Inc.
3862 Westwood Blvd.
Culver City, Calif.
Hollywood 9-3594

For the Classified Advertising Department only: 4041 Marlin Ave., Room 208. L.A. 8. or phone AX. 2-0287.

Gus V. Vignolle ... Editor & Publisher
Jules Delancey Advt. Mgr.
June Vignolle Circulation

Advertising Rates on Request

Mailing Address: P.O. Box 1127
Culver City, Calif.
YEARLY SUBSCRIPTION RATES
Domestic \$3 — Foreign \$4
Entered as second class
matter at Culver City, Calif.
Manuscripts, photos or artwork submitted to MOTORRACING should be accompanied by addressed envelope and return postage. The publisher assumes no responsibility for the return of unsolicited manuscripts, photos or artwork.

Copyright 1959

Specialists in Service for
Jaguar - MG & Austin Healey
Now Specializing in LANCIA

OSSIE & REG

5406 W. WASHINGTON
(Corner Washington and Houser)
LOS ANGELES 16, CALIF.
WEBster 4-2665

Subscribe to MOTORRACING



Ferrari

REPRESENTATIVES

of California

1767 North Cahuenga Boulevard
Hollywood 28, California
Hollywood 9-1174

Sales and Service under Management of Paul "Richie" Ginther

*TRIUMPH TR3
*ALFA ROMEO
*RENAULT
*HILLMAN MINX
*PEUGEOT
*BORGWARD
*DKW

DRIVE
THEM ALL
COMPARE
AT ONE TIME

\$25 down
36 months to pay



• Vignettes

By Gus V. Vignolle
CHEERS, HUZZAHS AND
OLES FOR GEO. HOLLAND

(Continued from Page 1)
would not come off as scheduled. He got phone calls from individuals and factories in NY, Detroit and elsewhere. He said there was absolutely NO foundation to these reports, period.

The \$10,000 guaranteed purse is in an LA bank under control of a highly-respected USAC official. Truman D. Vencill. Also, 40% of all entry fees over 100 cars is being placed in this account.

This is a monumental epochal event starting in eight cities in the US, Canada and Mexico. George Holland deserves three rousing cheers, huzzahs and oles!

MARGINAL NOTES—Don't miss those Riverside records on Sebring, sports car sounds, etc. They're tremendous—even if a guy like Jay Gurey walks in while you're listening to 'em and cries in astonishment, "You listening to car noises? You must be daft, old boy!" . . . From the '59 Sebring record (Phil Hill, after his Ferrari had gone out with what seemed like a bad differential): ". . . Hope we can take my experience and apply it to the careful usage of the other cars, now knowing that there is a weakness there." The Gurney-Daigh and Behra-Allison Ferraris were still left. Hill-Gendebien took over the former and went on to win. Hill must not have been wrong on the application of his experience . . . There are still echoes to the German press' blasts against Moss for what he said about the dangerous Avus course. We'll go along with Stirl and the British on this one.

Strike at BMC

BRIEFLY NOTED—It was good to see Autosport, Britain's excellent motor sporting weekly, say editorially that "British Motor Corp., of course, do not actively support racing, although they are prepared to spend large sums on record attempts at Bonneville purely from a publicity angle." BMC gave a valid reason for refusing a leave to an employee who wanted to race at LeMans, to which Autosport commented: "Fair comment, but it still seems as though BMC do not care to encourage promising drivers!" This mag poured it on the Germans, referred to the Avus north curve various times as the "wall of death" . . . Then the London Daily Mirror said of the BMC strike: ". . . it is feared that output of the new cars—the Austin Seven and the Morris Mini-Minor—will be hit—if the strike goes on." Adds the Mirror: "This is the 15th dispute at a BMC factory this year. What has gone wrong—and how long will it be allowed to stay wrong?" . . .

Moss vs. Field

SNIPPETS—It will be Moss against the field in the \$20,000 Riverside race Oct. 11. He'll tool a 2.5 Cooper Climax Monaco, said to be much better than John Fitch's. It's great the way Stirl has been going and it couldn't happen to a nicer guy. Won three straight. Seems R. R. C. Walker finally got that Cooper gearbox working right.

Also due to Riverside: Hill, Gurney (what cars, nobody knows) and Ginther in Eleanor von Neumann's 4.1 Ferrari. Moss with a good car is enough attraction . . . much better than other Europeans racing bum cars (such as at Pomona) . . . Luigi Chinetti told Papa Rodriguez that young Pedro's not ready for a 4.1 Ferrari, wouldn't sell it. We agree. The car was sold to Alan Connell, Ft. Worth, who with Skip Hudson took second last week at Elkhart Lake. Louise Cano was interested in this same job . . .

John von Neumann has been in Europe for a month . . . Mary Davis is in Europe: no connex . . . Geri Fleming writes from London that the road racing enthusiasm over there is absolutely fantastic. . . . Tony Parravano was in town from Mexico recently; he's shed a lot of poundage . . . Sunnie Baker back after 10,000-mile tour (in her Porsche) of 35 states during which she contacted 100 dealers who handle Jay's Sports Car Accessory products. Sports cars booming all over the country, she reports. Den-

ver HQ is A&B Accessories, run by Arden and Betty Morris, formerly of Long Beach, Sunnie said . . . Rene Pellandini of Worldwide Import, AC and Morgan distributor, back from Europe, where he visited the factories. More later on another distributorship he's acquired. Star driver Lew Spencer, who is doing as well (or better) with the AC as he did with the Morgan, is now Rene's general manager . . . Cal Niday, the well-known championship car driver, is now mixologist at Motor Sport Bar in Encino. . . . Eleanor von Neumann is getting a new 3-liter Ferrari. She sold a 3-liter V12 to Gordie Glycer, who sold his Ferrari TR to George Harm and Chuck Cornett . . . Ricardo Rodriguez will drive an RSK at Riverside, Pedro a Ferrari for either Eleanor or some Chicago firm . . .

Just Can't Learn

ETC.—Will the Cal Club ever learn? Jack McAfee DID NOT turn in an entry blank for Sta. Barbara, said he would not race when called by the club . . . yet the club's drumbeater (famous for these tactics) sent out copy heralding the Miles-McAfee RSK duel. All the Snapper-Wrappers used the story. Jack had a right to be pretty hot about it. Why must they always try to sucker the poor public with non-existent attractions? Jack's jammed up with opening of his new shop, misses Del Mar and won't go until Riverside (with J. von Neumann's Porsche RSK). Voila tout!

Elkhart Lake

(Continued from Page 2)

unsettled.

What happened in this: Hansen, who had taken over from Crawford on the 62nd lap of the 125-lap race in a smart driving switch (the Westfield, N.J., veteran had begun the race in Car 62 of the Cunningham stable), was full-boring along at a fast clip, turning laps around 2:50 or 2:55—practically a full lap ahead of trailing Skip Hudson (Riverside, Cal.) in the 4.1 Ferrari shared by Fort Worth's Alan Connell.

Hudson had been "charging" with lights ablaze over the last laps in a frantic effort to make time on Hansen—and the pagoda opinion was that he was just a shade under a lap behind.

Axle Trouble

Then, after taking the 2-laps-to-go signal from Al Momo of the Cunningham crew, Hansen's rear axle pinion gear broke down in Thunder Valley almost a mile from the pits—and he literally crawled up the hill and began another tortuous lap. That four miles took him 4:15 to cover, with rival cars gaining ground on him at a fantastic rate.

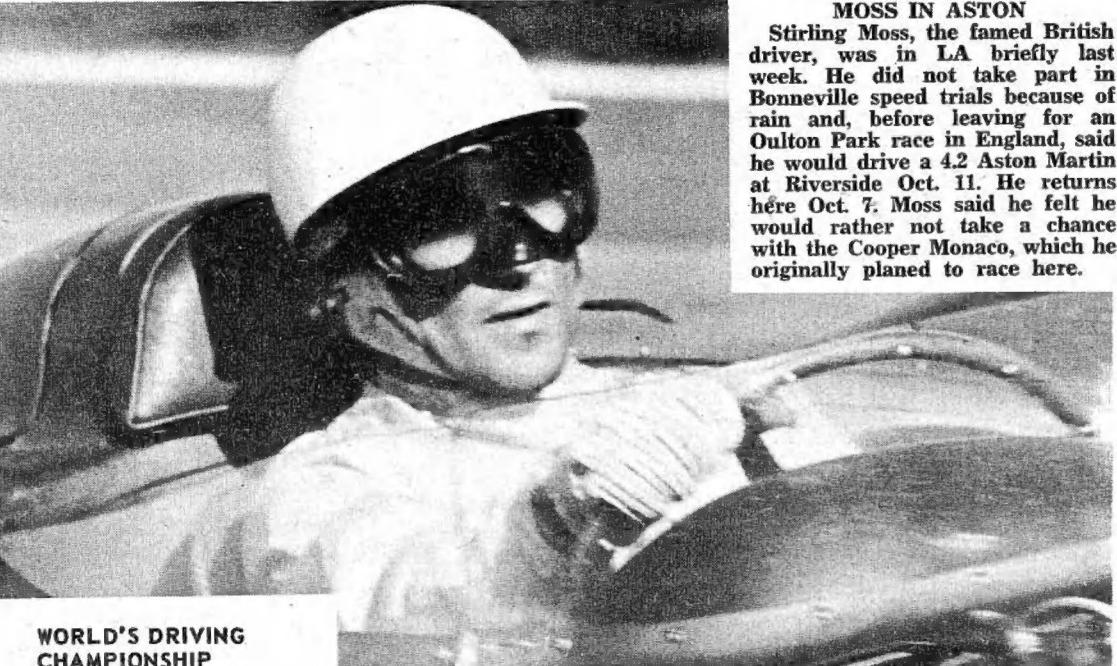
When he coaxed his Lister through the pit area the next time, he kept on going—and not long after he had passed the pagoda, the checkered flag was waved at Blanchard in the Porsche. This was a startling development to most onlookers, who had figured his only real threat was the Hudson Ferrari—which soon afterwards also got the flag. Five minutes and 18 seconds after he began that last lap, Hansen came home.

Aware that there was a strong possibility of error, scorers went into a prolonged huddle—and eventually awarded first to the Lister Jag, second to the Ferrari, and third to the Porsche. What had happened is that Hansen actually made 126 laps and had really had a full two laps lead on Hudson, although neither factor was known to most sideliners. The result is that Hansen's actual victory margin was close to a lap and a half over the Ferrari via the belated check of some 5,500 to 6,000 position numbers on the lap charts.

Another Switch

Eventually, too, fourth place was switched around with the Aston-Martin DBR-2 of George Constantine and Paul O'Shea being dropped to fifth while the surprising Lister Jag driven by Cunningham himself and Phil Forno was given fourth.

The winning Lister had moved up from the 31st row on the starting grid to take the lead for keeps by the 16th lap. It was pitted 4:20 against pit stops of 6:06 for the Ferrari, 3:47 for the Porsche, and 11:44 for the Aston-Martin.

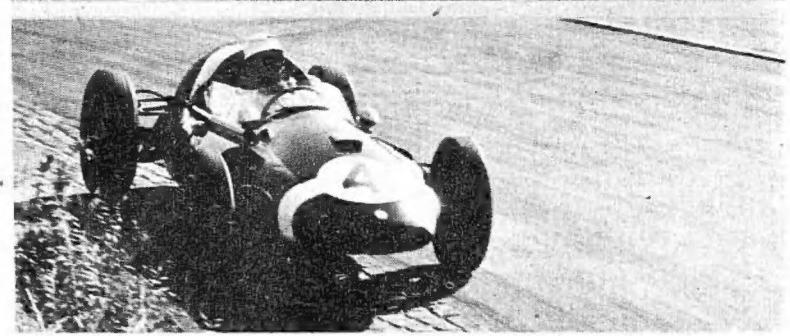


WORLD'S DRIVING CHAMPIONSHIP POINT STANDINGS

Standings for the world drivers' championship after the Grand Prix of Italy (only U.S. Grand Prix remains):

1. Jack Brabham, Cooper	31
2. Stirling Moss, Cooper, BRM	25.5
3. Tony Brooks, Ferrari	23
4. Phil Hill, Ferrari	20
5. Dan Gurney, Ferrari	13
6. Maurice Trintignant, Cooper	12
7. Masten Gregory, Cooper	10
8. Joakim Bonnier, BRM	10
9. Bruce McLaren, Cooper	8.5
10. Olivier Gendebien, Ferrari	5
11. Innes Ireland, Lotus-Climax	3
12. Cliff Allison, Ferrari	2
(Points for the first five places—8-6-4-3-2. Fastest lap—1 pt.)	

STIRLING MOSS heads for two victories. Top: He's piloting Aston Martin in Tourist Trophy at Goodwood, England. Bottom: in the Walker Cooper at Portugal Grand Prix at Lisbon. (Top: MOTORACING photo by Henry N. Manney III; bottom: photo by Ami Guichard)



3 Straight for Moss

Tourist Trophy

By HENRY N. MANNEY III

MOTORACING Staff Writer

GOODWOOD, England, Sept. 5—Stirling Moss surprised nobody by driving not one but two Aston-Martin sports cars on his way to victory in the 24th revival of the famous Tourist Trophy.

His first mount went up in flames in a big way at its second pit stop, slightly burning co-driver Salvadori, whereupon the dauntless Moss ousted Shelby / Fairman from the No. 2 car and continued until the finish. The Porsche challenge, as anticipated, was indeed strong, the von Trips/Bonnier RSK occupying first place at least twice while the other two were well up until one crashed and the other dropped a valve; the first team car, however, grabbed second.

The Ferraris were not expected to do at all well on this tight course, but that of Brooks finished third a few seconds behind the Stuttgart car. He took over the mount of Gendebien / Cabianca after his own was delayed by brake and steering bothers.

Terrific Crowd

An enormous crowd came down from London on this sunny spring-like day to see the 40 assorted sports cars start out on their 224 laps (approx. 6 hrs.) of the pleasant airport circuit.

The insistent cries of bookies (even money on Moss, two to one on Brooks) mingled oddly with the shrieks and snarls of last-minute tuning. Enthusiasts left the tea/beer tents and took up vantage points.

The Le Mans start saw Moss get away without solespin, vaulting into No. 1 Aston at the head of the line, and getting away in a fine blare of sound. Dan Gurney, who was next door, sat there for a few

G.P. of Italy

MONZA, Italy, Sept. 13—Britain's great Stirling Moss made it three straight here today as he won the GP of Italy in record-winning time. He drove a Cooper Climax.

He had won the GP of Portugal, and the Tourist Trophy (Aston, sports cars) recently. He thus kept alive his hopes for the '59 drivers' championship. Moss moved up one (Continued on Page 6)

G.P. of Portugal

By HENRY N. MANNEY III

MOTORACING Staff Writer

LISBON, Portugal, Aug. 23—Finally, on the sixth round of the battle for F1 world championship honors, Stirling Moss (Cooper) shed his private Italian devil, stroking home to a definite win over full teams of Cooper, Lotus, Ferrari, and Aston-Martin. Lapping the second-place man, Masten Gregory (Continued on Page 7)



HENRY MANNEY Fairman from the No. 2 car and continued until the finish. The Porsche challenge, as anticipated, was indeed strong, the von Trips/Bonnier RSK occupying first place at least twice while the other two were well up until one crashed and the other dropped a valve; the first team car, however, grabbed second.

The Ferraris were not expected to do at all well on this tight course, but that of Brooks finished third a few seconds behind the Stuttgart car. He took over the mount of Gendebien / Cabianca after his own was delayed by brake and steering bothers.

Terrific Crowd

An enormous crowd came down from London on this sunny spring-like day to see the 40 assorted sports cars start out on their 224 laps (approx. 6 hrs.) of the pleasant airport circuit.

The insistent cries of bookies (even money on Moss, two to one on Brooks) mingled oddly with the shrieks and snarls of last-minute tuning. Enthusiasts left the tea/beer tents and took up vantage points.

The Le Mans start saw Moss get away without solespin, vaulting into No. 1 Aston at the head of the line, and getting away in a fine blare of sound. Dan Gurney, who was next door, sat there for a few

(Continued on Page 6)

For Your Fall Line . . .

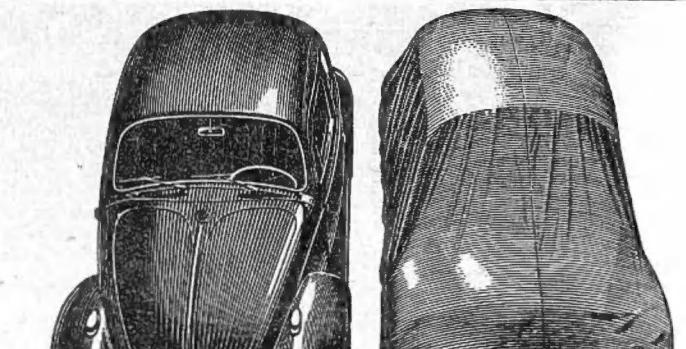
Of racing, rallying, concours, or motoring accessory needs—Daily through Saturday 9:00-6:00, and Fridays 'til 9:00, it's . . .

jay's
SPORTS CAR ACCESSORIES

6055½ MELROSE AVE. HOLLYWOOD 38

PHONE Hollywood 2-6905

[Free Parking corner Melrose & Seward]



Is Volkswagen contemplating a change?

The answer is yes. VW changes continuously —there have been 80 changes this year alone.

But VW doesn't change a car for the sake of change, only to make it better. For instance, permanent magnets were added to the drain plugs to keep the oil free of tiny metal particles. VW riveted special steel springs into the clutch plate to make shifting even smoother.

The Volkswagen has changed completely over the past eleven years, but not its heart or face.

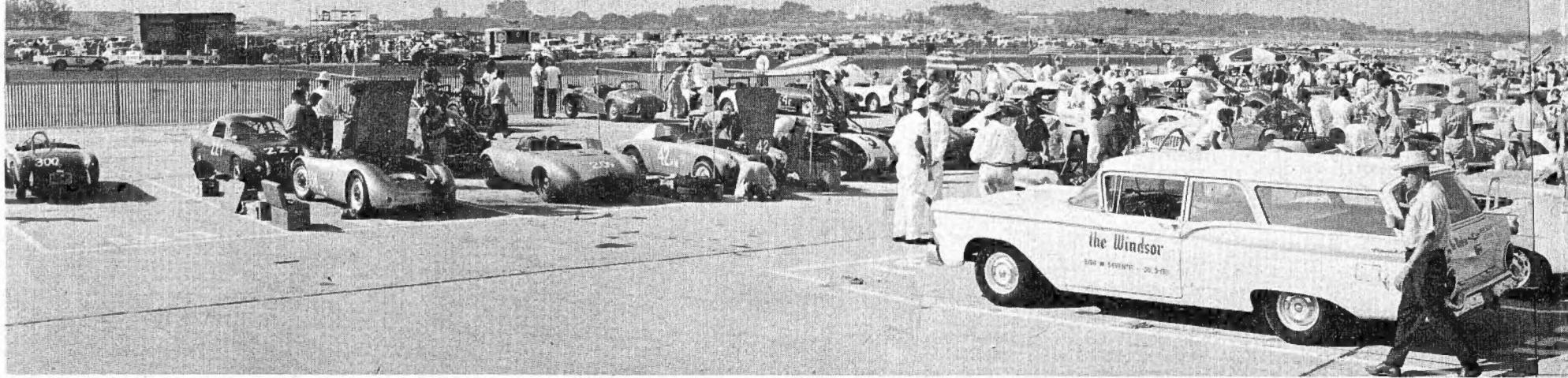
Volkswagen owners keep their cars year after year, secure in the knowledge that their used VW is worth almost as much as a new one.

Come in this week . . . drive one . . .
at any of 30 Southern California Volkswagen dealers.

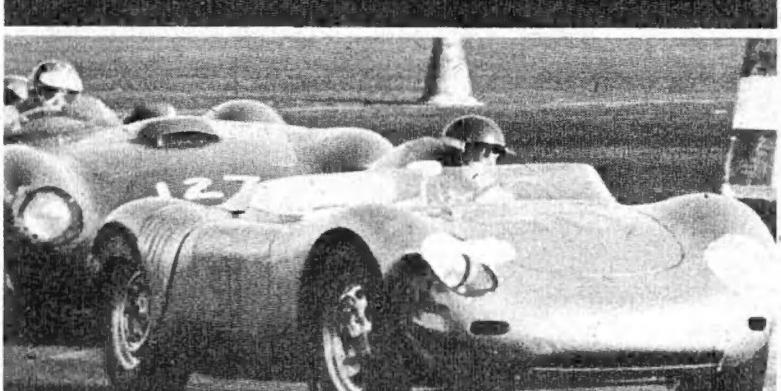
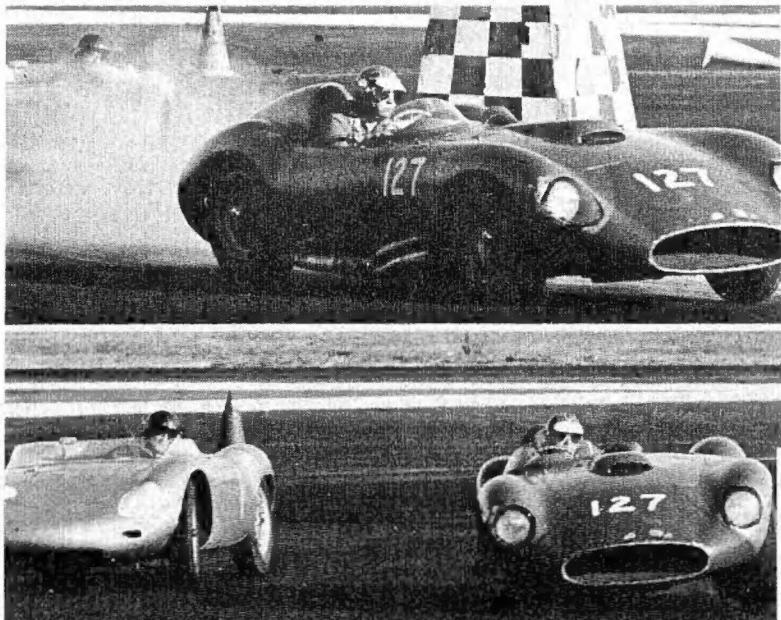


AUTHORIZED DEALER

MOSS IN ASTON
Stirling Moss, the famed British driver, was in LA briefly last week. He did not take part in Bonneville speed trials because of rain and, before leaving for an Oulton Park race in England, said he would drive a 4.2 Aston Martin at Riverside Oct. 11. He returns here Oct. 7. Moss said he felt he would rather not take a chance with the Cooper Monaco, which he originally planned to race here.



It's Krause—Then Miles



MILES MOVES UP—At Santa Barbara in CSCC races, Bill Krause, Maserati, (top) leads Don Hulette, Corvette Spd. (near pylon), and Ken Miles, Porsche RSK; 2. Hulette has passed Krause, who still leads Miles; 3. Miles tries to pass Krause on outside through turn 9; 4. And now it's Miles out in front. He won; other two were DNFs. (Photos by Bill Norcross)

America's Most Experienced TRAVEL AGENCY for the Automobile Enthusiast

DUSTY MAHON'S

Westwood Travel GR. 8-9823
1133 Glendon, Westwood Village

Official Brake Testing Station
NO. 2791

FRESNO FERODO
WASHINGTON BRAKE SERVICE
WHEEL BALANCING &
ALIGNMENT SPECIALIST
12125 Washington Place
Mar Vista 66, California
M. J. PLAYAN EX. 7-3508

LIMITED OFFER!

Buy a copy of Bill Corey's fabulous book "How to Tune Foreign Cars" - (\$2) and get a mileage minder FREE! Use your BANKAMERICARD at

MG MITTEN

—LOTS OF FREE PARKING—
1127 East Green Street
Pasadena, California



Mitten

PITS TEEMING WITH ACTIVITY AT GOLETA AIRPORT AS 12TH RUNNING SANTA BARBARA RACE CHARTS

12th Running Santa Barbara Road Races—Goleta Airport California Sports Car Club Sept. 5-6—Course 2.2 mi.

SUNDAY, SEPT. 6

RACE 10—FORM. III, II & Jr.: 10 laps, 22 mi., time 18:05, avg. 73.0 mph.

Sec Class

Pos	Behind	Driver	Car	Pos
1		Roth, R.	Coop. Nort.	1F3
2	28	Korst, R.	Coop. Nort.	2F3
3	39	Morrow, H.	Coop. Nort.	3F3
4	55	Fahey, P.	MG Spd.	1FJr.
5	74	Carveth, R.	T.-Flat	2FJr.
6	1L22	McCarthy, C.	JAP	4F3
7	32	Nichols, K.	Coop Nort	5F3
8	50	Weber, C.	W&WTRSpd	6F3
9	90	Barrett, B.	MG-FISPl	1F2
10	2L123	Gramberg, M.	Ind. Spd.	7F3
11	125	Schlimmer, G.	Nort.Sp.	8F3
12	3L61	LeGrand, A.	Ren.Spl.	9F3

DNF: Thormin, D. (F-III); Hand, B. (F-III); Wenz, B. (F-III); Steves, D. (F-III).

RACE 11—PROD. G, H & I: 12 laps, 26.4 mi., time 25:00, avg. 63.4 mph.

Sec Class

Pos	Behind	Driver	Car	Pos
1		Parkinson, D.	Fiat Ab.	1I
2	1	Parkinson, J.	Fiat Ab	2I
3	13	Dredge, S.	MG-TC	1G
4	19	McCosh, D.	A/H Sprite	1H
5	22	Randolph, L.	A/HSprie	2H
6	28	Augustus, B.	Alfa Spy	2G
7	39	Fouch, J.	Alfa Romeo	3G
8	56	Grossman, D.	A/HSprie	4G
9	58	Cooper, J.	Alfa Spy	4G
10	60	Simon, R.	MG-TC	5G
11	62	Martineill, V.	MG-TD	6G
12	64	Welshans, W.	A/HSprie	4H
13	70	Steube, W.	A/HSprie	5H
14	77	Meeker, G.	A/HSprie	6H
15	80	Bloemendaal, A.	HSprie	7H
16	89	Knight, E.	A/HSprie	8H
17	100	Coffman, P.	MG-TD	7G
18	104	Hawks, D.	A/HSprie	9H
19	106	Moriarty, C.	MG-TC	8G
20	115	Hooper, N.	A/HSprie	10H
21	120	Neuman, N.	AlfaSprint	9G
22	121	Dykes, R.	A/Sprite	11H
23	127	Boyle, R.	A/HSprie	12H
24	137	Boughton, J.	MG-TD	10G
25	1L10	Partridge, R.	MG-TD	11G
26	12	Knapik, L.	MG-TF	12G
27	18	Carroll, T.	A/HSprie	13H
28	26	Mapes, B.	A/HSprie	14H
29	41	Hey, J.	Fiat Abarth	31
30	55	Hess, J.	Fiat Abarth	4I
31	69	Goree, J.	A/HSprie	15H
32	74	Vote, F.	A/HSprie	16H
33	81	St. Hilaire, A.	HSprie	17H
34	138	Gleghorn, J.	MG-TD	13G
35	6L36	Crawford, A.	HSprie	18H

DNF: Walker, C. (MGTD-Mk II); Ames, L. (Berkeley 500).

RACE 11A—PROD. F: 12 laps, 26.4 mi., time 24:11, avg. 65.5 mph.

Sec Class

Pos	Behind	Driver	Car	Pos
1		Handley, T.	Alfa Vel.	1F
2	11	Parker, R.	Porsche Spd	2F
3	13	Cooper, G.	MG-A	3F
4	16	Dotzauer, D.	Por Spd	4F
5	30	Masterson, J.	MG-A	5F
6	33	Scurlock, R.	MG-A	6F
7	46	Mackey, E.	AlfaSprint	7F
8	48	Sharmann, D.	MG-A	8F
9	64	Elms, R.	MG-A	9F
10	65	Atsait, B.	Porsche Conv	10F
11	73	Lind, K.	MG-A	11F
12	82	Nelson, H.	MG-A	12F
13	85	Gates, C.	Porsche	13F
14	86	Horn, W.	Volvo Sedan	14F
15	94	Woods, D.	Volvo	15F
16	IL5	Bush, L.	Porsche Spd	16F
17	9	O'Neil, M.	MG-TF	17F
18	34	Curtis, R.	Alfa Vel Sup	18F

DNF: Knorr, R. (MGA); Chaffee, J. (MGA); Holle, D. (MGA); Finch, P. (MGA); Stewart, E. (MGA).

RACE 12—PROD. D & E: 12 laps, 26.4 mi., time 23:25, avg. 67.6 mph.

Sec Class

Pos	Behind	Driver	Car	Pos
1		Hills, J.	Por Carr GT	1D
2	18	Pioltto, R.	Por Carr	1E
3	19	Ericson, E.	PorSupSpd	2E
4	28	Barber, J.	Por Carr	2D
5	50	Deeter, K.	MorgTR-3	3D
6	61	Tutt, J.	A/H 100-M	3E
7	62	Mitchell, J.	A/H 100	4E
8	76	Bowering, J.	TR-3	5E
9	90	Freeman, C.	Por Carr	6E
10	99	Schorken, A.	Arri Brist	7E
11	103	Thompson, J.	TR-3	8E
12	107	Weaver, R.	A/H 100S	4D
13	121	Gibson, D.	A/H	9E
14	1L9	Forrest, C.	A/H 100-6	10E
15	30	Wright, D.	MGA DOHC	11E
16	31	Spratt, E.	TR-3	12E
17	45	Gowers, C.	A/C Brist	5D

DNF: Grover, D. (A/H); Michelmore, D. D. (Por. Sup. Spd.); Myers, W. (Por. Carr. Spd.); Canet, D. (TR-3); Ostalnd, J. (TR-3).

RACE 13—1st 7 cars from races 1, 2A, 3, 4 and 1st 7 class D cars from race 5: 12 laps, 26.4 mi., time 22:33, avg. 70.3 mph.

Sec Class

Pos	Behind	Driver	Car	Pos
1		Spencer, L.	AC Bristol	1D
2	3	Parsons, C.	Por. Carr.	1E
3	21	Windhorst, B.	A/H 100S	2D
4	25	Moore, J.	Por. Carr. Spd.	3D
5	29	Barker, E.	Porsche Spd.	1F
6	30	Beitel, G.	Por. Su. Spd.	2E
7	42	Herrick, S.	Por. Carr. GT	4D
8	44	Hathaway, R.	Alfa Vel.	2F
9	51	Jordan, D.	Porsche Spd.	2F
10	58	Hornsey, S.	AC Bristol	5D
11	75	Kirby, R.	Porsche 1600S	3L
12	77	Montonen, H.	Por. Spd	4E
13	85	Hodgson, B.	Por. Spd	4F
14	107	Catron, J.	Por. Su Spd	5E



Photo by Bill Norcross

G OF CSCC SANTA BARBARA ROAD RACES ATTRACT 272 SPORTS CARS

PITSVILLE

By MARIE DIXON



Santa Barbara Races
Sept. 5-6 — CSCC

"Mich" Michelmore didn't get any farther than practice on Sat. when the transmission in his newly-acquired Porsche Spyder went out. The car was taken home and fixed in time for Sun. race.

Bob Drake became a spectator after the ring gear broke in the Climax during practice.

During the 1st race on Sat. Eric Moir dropped from the race after he drove into the pole on turn 3. The pole is fine, but the Sprite has some bent metal, the radiator brackets are broken and the frame is slightly bent.

Dick Hayward was having quite a battle with Jack Rebney for first place in the 2nd race. While Dick was trying to hold the lead going down the backstretch the engine in his Alfa seized.

Ione Wheeler had a red face when she had to retire her Panhard Sat. with an empty gas tank.

Top woman driver Linda Scott has temporarily retired from racing—and for good reason. A little Scott is expected in about 4 months.

The Bachelors Sports Car Club had 8 cars entered, but only 4 made the course and only 3 got to race. One of the award-winning members of this club, Bob Bondurant, was present but without wheels. At the last minute, Bob McKim offered Bob his Corvette. At it turned out, it was a pretty hot ride. On the 1st lap Bob pulled off the course on turn 5 with the engine on fire. It's a sure bet that the car wasn't equipped with an ejection seat, but Bob looked as though he were jet-propelled when he left the car. An overflow of gas, caused by a clogged gas line, started the fire. Damage was main-

ly to the body. Jerry Island was determined to break a streak of bad luck and finish a race in his TR3. He got off to a bad start when he lost the oil plug in practice Sat. To replace the plug, the complete transmission had to be dropped. With much assistance from Barker and Cooper of the Pacific Sports Car Club, the job was completed in 1½ hrs. and in time for Jerry's race. While running 3rd in class, the plug slipped again and he returned to the pits. The college spirit was still there on Sun., and Jerry was off and running at the drop of the green flag. Luck was still side-stepping him, and on the 5th lap his clutch disintegrated.

On Sat. Jim Chaffee retired his MGA when he lost a bearing, and on Sun. the cam shaft broke.

Dr. Chet Burgraff's little Panhard dropped the gearbox.

While running 3rd in race 13 "Kas" Kastner pulled into the pits with his engine overheating badly. A misplaced water cap was the cause. "Kas" waited for the end of the race and pushed his TR3 across to finish.

On the 5th lap in the small-bore race on Sat., Curley Brayer of Phoenix pulled his brand new Climax into the pits with flooding carbs. He turned the engine off and waited in the car while his crew came running. They started pulling Curley out of the car. He couldn't understand why and couldn't hear their explanations with the roaring of passing cars. He soon realized the situation when flames came out the dash. He was out of the car in a flash. Three things caused the fire to get a good start. The ignition wires were crossed and when they burned

Speedster), was clocked at 97.8 mph down the straight and averaged 65.5 mph for the 12 laps.

Trophies for Parkinsons

In the consolation race for classes G and H, and for Class I, Dennis McCosh (Sprite) took L. Randolph's (Sprite) initial lead away from him on the 1st lap, with Dan Parkinson (Fiat-Abarth) moving by Randolph into 2nd. Dan led by the end of lap 2, with cousin Jim Parkinson (Fiat-Abarth) moving into 3rd, behind McCosh. Jim moved into 2nd spot on the 3rd lap and Steve Dredge, brother of Bill Dredge, automotive editor of the L.A. Times, moved his MG-TC past McCosh's Sprite on the 8th of 12 laps and finished 3rd. The race average was 63.4 mph.

Roth Wins F-III Both Days

Rolf Roth, the flying Swiss, drove his Cooper Norton to a decisive win both days, beating a pack of 16 Formula III, II and Jr. cars on Saturday and a pack of 17 on Sunday. Roth led Bob Wenz and Bob Korst, both in Cooper Nortons, across the finish line in Saturday's event, and led Korst and Harry Morrow on Sunday. On Sunday, Roth, who averaged 73 mph, was hotly pursued by Wenz for the opening 8 laps of the 10 lap race, until Wenz was forced into the hay bales on turn 2 by a slower F-III car he was trying to pass.

AC Bristol Terrific!

Betty Shutes, of the WSCC, won both days' women's races in an RS Porsche, followed by the Lotuses of Prudence Baxter and Joan Galloway on Saturday and by Barbara Windhorst (Pellandini AC Bristol) and Grace Tara (Lotus Mk. XI) on Sunday. The second-hand Pellandini AC was driven to 2 class wins by Barbara and to 2 class wins and an overall win by Lew Spencer, after doing equally as well the first time the same drivers ran it, at San Luis Obispo.

Cars Galore at Santa Barbara



HERE'S THE procession going into turn 1 at Santa Barbara road races over Labor Day weekend. Top: Bill Krause leads the way, followed by Miles directly behind him, and Don Hulette at right. Other shot shows field winding its way through turn 2. (Photos by Jack Brady)

his efforts.

With only one lap to go, while running 4th overall and first in class, Ak Miller was forced out with a broken rear axle on his Devin Olds.

Earlier in the race Bill Krause dropped out with a broken shock absorber on the 4.5 Maserati, and Chuck Daigh split the rear end housing on Edgar's 5.7 Maserati.

RACE POSTPONED

VACAVILLE, CALIF.—Torrential rains which flooded many parts of the Vaca Valley Raceway forced postponement of the \$5000 USAC sports car race here Sept. 20. Officials said the race would be held Sunday, Sept. 27.

QUALITY CAR BUY

'59 190 SL Roadster

By Private Party

Delivered in Germany

800 ACTUAL MILES

Never Licensed or Registered in U.S.

Broken in by Mercedes-Benz

Factory Personnel

White with Red Leather Seats, Trim

U.S. Approved Glass, Lights, Equip.

Attractively Priced

For Sale by Owner

Stored at first

RANCHERO MOTORS, Inc.

5101 Lankershim Boulevard

North Hollywood

PO 3-4384 - ST 7-5401

Open 9 to 9 — Sat. til 6 P.M.

Sunday 10 A.M. - 5 P.M.

CORVETTES ARE BIG BUSINESS WITH US BUY FROM AMERICA'S

No. 1 CORVETTE DEALER
by Chevrolet
Harry Mann Chevrolet Co.

CRENSHAW & SLAUSON

AX. 4-6105

AX. 4-6101

TRIMS ACHINERY

who had placed 3rd in Saturday's event, went headfirst into the ditch outside turn 3, to be the last of the six drivers to do so during Sunday's racing. The fun started during Sunday's practice when Jim Piggott (Cooper Climax) slammed sideways in the 4-foot deep drainage ditch. A few laps later, Chuck Metcalf slid the ex-Johnny Porter Aardvark Panhard into the ditch, flipped, and landed upside down right alongside the Cooper.

Clean Sweep for Bondurant

The B and C production race saw Bob Bondurant, whose Corvette had caught fire early in Saturday's race, start from the back on the 14-car pack and move to 5th spot by the end of lap 1 and into the lead during lap 3. Vince Mayell, Saturday's winner, shot into the 1st lap lead, but was pranged by Bill Gaskin's Corvette on turn 5 and the trunk lid flew open. After a quick pit stop to have the fiberglass lid torn out by the roots, and restarting dead last, Mayell moved rapidly into 3rd before he threw a fan belt and retired.

Mears 300-SL in Pursuit

Dean Mears, in one of the Mercedes 300-SL coupes long thought to be outclassed by the Corvettes, blasted the German car into 3rd spot early in the 12-lap event, right behind Thorgrimson's Corvette. When the 2nd place Corvette lost a wheel while accelerating down the back straight, Mears moved into 2nd, where he stayed for the rest of the race. Bill Gaskins, running a close 3rd in his Corvette, steamed into turn 3, missed a shift and slid majestically into the ditch, headfirst, the 5th victim of the day.

With restaurateur Rudy Cleye taking 3rd in a 300-SL roadster, and Peter Culkin 4th in a 300-SL coupe, the Mercedes seemed to

horst, B. (A/H 100S); 3) Moore, J. (Porsche GT Carr.).

RACE 6—MOD. UNDER 1000 CC: 8 laps, 17.6 mi., time 15:39, avg. 67.5 mph.

1) Molle, W. (Fairchild Panhard); 2) Parkinson, J. (Flat Abarth); 3) Wood, B. (Panhard Sp.); CLASS H: same.

CLASS G: 1) Webb, J. (DB Cp.)

RACE 7—WOMEN'S RACE: 8 laps, 17.6 mi., time 15:08, avg. 69.4 mph.

1) Shutes, B. (Porsche RS Spyder); 2) Baxter, P. (Lotus XI); 3) Galloway, J. (Lotus X). CLASS C: Sims, G. (Devin Jag.); CLASS D: Windhorst, B. (AC Bristol); CLASS E: Shutes; CLASS F: Bliss, K. (MGA); CLASS G: Baxter; CLASS H: Reitz, S. (Sprite); CLASS I: Von Hentschel, J. (Fiat Abarth).

RACE 8—MOD. 1000-2000 cc: 8 laps,

17.6 mi., time 14:14, avg. 74.2 mph.

1) Monise, F. (Lotus XI); 2) McQueen, S. (Lotus XI); 3) Peterson, S. (Lotus XI). CLASS GL: same. CLASS F: 1) Patrick, S. (Porsche Sp.); 2) Leyden, B. (OSCA); 3) Hughes, D. (Porsche 550); CLASS E: 1) Cornett, C. (Ferrari); 2) Class, R. (MGT).

RACE 9—MOD. OVER 2000 cc: 8 laps,

17.5 mi., time 13:23, avg. 78.9 mph.

1) Krause, B. (Maserati); 2) Miles, K. (Porsche RSK Spy.); 3) Hulette, D. (Jag. Corv. Sp.); CLASS B: 1) Hulette, D.; 2) Sohus, R. (Reynolds-Wrap Sp.); 3) Miller, A. (Devin Olds). CLASS C: 1) Krause; 2) Blackwell, C. (D. Jag.); 3) Livingston, F. (Chev. Eliminator). CLASS D: 1) Morgensen, R. (Ferrari TR); 2) Nethercutt, J. (Ferrari TRC). CLASS F: Miles, only entry.

Jay Hills Wins

Jay Hills, who finished dead last in Saturday's B, C and D production race, swarmed his Porsche Carrera GT into 2nd within 4 laps in Sunday's 12-lap consolation race, following William Myers' Porsche. Myers spun out of the race on turn 5 during the 8th lap, and Hills finished 18 seconds ahead of Bob Piolatto (Porsche Carrera), who was 1 second ahead of the Porsche Super Speedster of Ed Ericson.

During this race, Dan Canet slid his TR-3 into the turn 3 ditch to be victim no. 4.

Handley Wins Class F

T. H. Handley, a DNF in Saturday's event, won Sunday's consolation race with a 65.5 mph average. Starting at the rear of the 23-car pack, he moved his Alfa Romeo into 2nd on the 2nd lap, behind Don Holle's MGA, with Holle turning 92.8 mph down the straight trying to keep ahead. Handley moved into the lead on the 4th lap, with Holle hot in pursuit. On the 6th lap Holle locked his brakes coming into the tricky turn 3 and went into the ditch. Handley, in keeping a lead on 2nd place Bob Parker (Porsche

CLASSIFIED ADS

HOW TO USE
MOTORACING
CLASSIFIED AD
PAGE

BY PHONE: In Los Angeles call AXminster 2-0287. (This is the number for the Classified Dept. only.) Ask for JOYCE BARNARD.

IN PERSON: Come to 4041 Marlton Ave. in the Crenshaw Shopping Center, next to Barker's. (This address is for the Classified Dept. only.)

BY MAIL: Send your ad to: Classified Dept., MOTORACING, 4041 Marlton Ave., Los Angeles 8, Calif.

RATES

75c PER LINE, one time.
MINIMUM: 5 lines.
CONTRACTS: Apply for rates.
BOX NO.: Add 50c.
RE-RUNS: 2nd and 3rd times,
less 10% each; 4th and thereafter,
less 15% each. Same copy.
HEADLINES, ETC.: Large headlines,
box borders and 2-column
ads available at modest charge.
"POSITIONS WANTED": Less
15%, payable in advance.
AGENCY COMMISSION: 15%
commission payable to accredited
advertising agencies.

SPORTS CARS

LET'S DEAL

Concourse Porsche 550 Spyder. Race or St. All extras. 1958 GT Carrera Spdstr. V-Drive. Maintained regardless of expense. Consistent trophy winner, PERSONALLY guaranteed. Trailer, full touring equip, Will trade up or down, one or both.

John Brophy Enterprises

752 South Main
Salt Lake City, Utah
Elgin 9-9704

'57 PORSCHE SUPER COUPE

Silver with
Red Upholstery
German Radio
IN PERFECT CONDITION
\$3350
3491 Mandeville Canyon Road
Los Angeles 49 or
Phone GR 8-1397, GR 2-0881

1959 FERRARI \$11,000

250 GT FARINA COUPE
Silver Grey with
Beige Leather
12,000 miles.
Flawless Condition
FOR SALE
BY OWNER
FR 7-1128

Car on display at Ferrari Rep. of Calif., 1767 Cahuenga Blvd., Hollywood, Calif.

PORSCHE SPYDER
1955 — 550 Pr. \$2995
Extra wheels, many spare parts.
PO S-3083 ST 1-2680
(L.A. Area)

'59 PORSCHE CARRERA GT
Aluminum tonneau, roll bar, etc.
Immaculately set up for racing.
JAY HILLS
340 N. Myers, L.A. AN 3-2127

1958 Porsche GT Carrera
Speedster
CONSISTENT CLASS D
CONTENDER
All Racing Extras
MICHELMORE MOTORS
6957 Reseda Blvd.
Reseda, Calif. DI 4-7187

ELVA COURIER
A real challenger for class "F" production. Blazing performance at a reasonable price. Approved by S.C.C.A. and The Cal Club. Already winning back East; be among the first in California to win with a COURIER.
We can offer a complete competition package. To see the greatest performing, dual purpose sports car in the low priced class see:

BILL DOUSHKESS
LINCH IMPORTED CARS
350 N. Pacific Coast Hwy.
Redondo Beach, Calif.

H. R. G.

1500 comp. rdstr. Completely rebuilt during '59. Overall condition approaches perfection. All racing and touring equipment, spares and tow-bar. \$1995. 2569 Bentley Ave., Los Angeles 64.

GR. 3-2075

SPORTS CARS

1952 MG TD Mark II. For sale including roll bar, seat belts and 2 extra tires. Phone EX 8-2711, ext. 6219, or write 22846 Runnymead St., Canoga Park, Calif.

1959 PEERLESS GT 2
Coupe, 4 seater, white, solid wheels and overdrive.
800 miles NEW
Aug. 3, 1959
\$3700 or Best Offer

Right hand drive. Call: Jiggs Schwab, NE 8-7522, or write: 831 Pine Ave., Compton, Calif.

1955 ASTON-MARTIN DROPHEAD COUPE

Midnight Blue

This car shows nothing but immaculate care. 20,000 miles. Just like it came from the factory.

Priced for immediate sale

\$3150

FIRST IN THE VALLEY WITH TRIUMPH SALES AND SERVICE

THE AUTO WORKS

GRANADA HILLS, CALIF.

17454 Chatsworth St.
Granada Hills, Calif.
Empire 3-5081

ASTON MARTIN '57

A-1 Condition, 17,000 mi.
Must sell now. Priv. party.
5645 Varna St., Van Nuys, Calif.
ST 5-4160

FERRARI 166 Mille-Maglia 2.3 Litre, Touring Bodied Coupe. Mechanically Excellent. All engine-moving parts new. Body good. New paint, tires; needs upholstery. Will consider interesting trade.
Want Crosley-Siata. John Cannon, 9634 Kessler, Chatsworth, Calif., DI 0-5507.

ALFA ROMEO '59 SPRINT COUPE. Blue. 4,000 miles. Radio & Hr. \$3750. Phone METCALF 3-4945, 11320 Oklahoma Ave., Hollydale, Calif.

NEW

MGA 1600

Girling disc brakes on front

1600cc Engine

SEE JACK SPARKS

AT HENRY S. PERREN

4242 Crenshaw Blvd., Los

Angeles. Phone AX 3-6156

PORSCHE

SPYDER 550A

RS - 1957

Last race Ft. Worth Frostbite, 1st FM, 3 races on new factory engine. 2 windscreens, racing tonneau, cockpit cover, spare wheels. A well-bred and dependable race-car.

Robert Donner, Jr.

Old Stage Road

Colorado Springs, Colo.

ME 3-9494

FIAT ABARTH ZAGATO, '58 coupe; silver, blue interior; you've seen it. Immaculate condition. TROPHY WINNER. Firm \$3500 for quick sale. Wm. Iseman, 8943 Kaufman Ave., South Gate, Calif. or phone LO-81908.

PARTS, ACCESSORIES

USED SPORTS CAR PARTS GALORE! Jag Mark VII, VK-120 & 140, Porsche, TR-2 & 3, Sunbeam Talbot 90 4-dr., VW, DKW, Singer Healey, Renault, Both mech. & body panels CHEAP!

J. B. Brooks, 2637 Artesia, Long Beach, Calif. ME 4-1063

M. G. T. D. PARTS

RARE, HARD-TO-GET

PARTS—WE'VE GOT 'EM

VALLEY SPORTS CARS, INC.

11665 Ventura Blvd.

Studio City, Calif.

STanley 7-0238

Subscribe SPORTS CAR DIGEST Hey! Complete imported car coverage in classified form. Autos, salvage, parts, dealers, specials, accessories, etc.

1 Yr. \$1. SPORTS CAR DIGEST Box 2368 Odessa, Texas

MARTIN ON TOP

TUSKEGEE, Ala., Sept. 6 — Ed Martin, Columbus, Ga., poured it on in the last two laps to win the 30-lap feature of the Alabama region SCCA races here today. He drove a 3.8 Ferrari.

Next came Don Horn, Jag XK SS; Pete Harrison, 3.0 Ferrari; Bill Warren, Porsche GT Carrera; Terrell Weaver, Corvette Spl. (Details next issue)—DON HUTELIN.

Ultimate in Motor Racing Films
Shown Tues. Nights, 9 & 11, at

The Motor Sport
Bar

FREE! FREE! FREE!

ROAD RACING AND SPEEDWAY FILMS

16148 Ventura Blvd.

G.P. of Portugal

(Continued from Page 3)

(Cooper) and third-slot Gurney (Ferrari), four laps from the end, Moss showed everybody that he was still the master when the car runs right and on a driver's circuit. Race speed (95.32 mph) and fastest lap (97.30 mph) by Moss were both records, not really surprising as this is the first F1 race ever run here.

One look at the circuit, winding through the Monsanto park and botanical garden on the outskirts of Lisbon with only one straight (that along the autostrade to Estoril and uphill) showed that this should be a Cooper benefit and unless the Ferraris had changed their torque curves and handling, they would look almost as sick as in Holland. Practice proved this depressing thesis as Moss grabbed the pole with ease; Brabham, Gregory, and Trintignant, all Coopers and all plus Bonnier's BRM in front of fastest Ferrarist Gurney.

Moss Comes Back

At flagfall, enlivened by a certain amount of creeping, Brabham and Gregory both led Moss off the line, he possibly feeling somewhat goosey about his past history of gearbox failures, but Stirling nipped by them both on the twisty back leg and started to draw away at two or three seconds a lap, followed by a scrabbling mob consisting of Brabham, McLaren, Gregory, Gurney, Phil Hill (Ferrari), Trintignant, Schell (BRM), Shelby (Aston-Martin), and Graham Hill (Lotus), feeling rather pleased with himself as the Lotus transporter had broken down in the wilds of Spain and the cars had barely arrived.

Our Phil, in his own inimitable way, then made an excursion into the tulies, dropping himself way back, but immediately set to work to climb back up again, a little task which was rudely interrupted when Graham Hill burst his oil cooler, spun on the zuppa di El Segundo, and was neatly shunted by his namesake.

Meanwhile back at the ranch, Ireland (Lotus) had his gearbox in three pinions at once, Bonnier had quit after overrevving his BRM at the start, and McLaren's box of tricks was already going digger-digger.

Brabham Out

Moss gradually pulled away from Brabham, evidently having sorted out the mainshaft breakage and bearing failures which turned out to be due to incorrect gear meshing in the five speed Colotti gearbox. Jack, in turn, was leaving his Cooper teammates as he began to pile on the coal. Suddenly, however, as the lanky Australian reportedly was about to lap Gurney's Ferrari, who in turn was having a bitter battle with Trintignant, Brabham found himself fresh out of road, getting pitched out on his head as the Cooper cartwheeled through a phone pole and into the woods. Fortunately Jack was not badly hurt but there were no Championship points for him, a loss which could hurt him as Brooks was spluttering around at the back just ahead of Cabral's Cooper-Maserati.

As the evening sun grew yellower and yellower, driving the color photographers crazy (the race had started at 5 p.m.), the other drivers, doubtful of catching the flying Moss, relaxed in their procession and enjoyed cold drinks and buckets of water offered by helpful pitmen on the corners. McLaren heard digger-digger change to GROUNCHGROUNCH and quit, Gurney inadvertently nerfed Trintignant in the back (the Frenchman having stopped for the Keeley cure), and Flockhart spun his BRM, losing his fifth to Schell, but kept going.

Back to the Beach

So they finished in a great long procession, eager to get back to the white Atlantic beaches and a good cooling dip. First, of course, by a country mile, was S. Moss, who profited by the misfortunes of point leaders Brabham and Brooks and jumped to third position in one fell swoop. I don't need to tell you that he can still be world champion ... a result which would please a lot

Rally 'Round

With Duane Sparks

The September meeting of the Southern California Council of Sports Car Clubs produced a living example of unfortunate action that frequently occurs in democratic organizations—as a result of unanimous dissatisfaction over an existing condition an ill-considered stop-gap measure is rushed through the august body with the hope that things will be well in the future. Usually it turns out that the new regulation or law is even more onerous than the situation it was designed to correct.

I feel that the adoption by the Council of the subcommittee to the rally committee with sole powers to dispose of all protests on Council-sanctioned championship rallies falls in this category. It is true that more care and perhaps a different method should be used in handling these matters, but as the regulation was adopted, I'm afraid it will do more harm than good.

In the first place, it will now be the responsibility of the rally committee to select three individuals, not contestants or members of the sponsoring club, to serve as the protest committee. No procedure was provided to supply these people with advance knowledge of the course or instructions, no funds were provided to defray their expenses of running the course to determine the validity of any protests which may be filed, and no provisions were made to guarantee the competence of these three people who may be so selected.

A Crying Need

A proposed amendment to the new regulation which was narrowly defeated in a roll call vote would have tied in this new subcommittee with a useful function for which there is a crying need in the sport today. It was proposed that this same committee act as the check-out crew to screen the rally

in advance for code violations and errors of commission or omission.

This would have given an intimate knowledge with which to judge protests intelligently. The rallymaster of the sponsoring club should sit with this committee at least in an advisory capacity since he knows more about the event than any other individual. As a practical matter it will be most difficult to find three willing competent non-contestants to serve on each event. And in the final analysis, as chairman Guess pointed out, the Council has no police powers and cannot force its will upon the sponsoring club anyway. The decisions of this committee will not necessarily be binding on the member clubs for trophy purposes, but will be considered in awarding championship points.

Alternate Plan

In my opinion, this measure should be reversed at the next Council meeting with the substitution of a well-considered alternate plan. Why not have one of the non-rallying members of the Rally committee (yes there are several) together with one of the members of the check-out committee sit as advisors with the club-selected protest committee in the handling of protests? This would leave control of the final disposition of protests in the hands of the sponsoring club where it belongs subject to the present machinery for appeals, and would provide on-the-spot counseling by the supposedly cooler heads representing the Council.

This should be augmented by setting up a protest fee of \$5 to help defray the costs of investigating the merits of the protests. This little fee will serve to reduce the number of protests to those with merit. The fee would, of course, be refunded in the event the protest was valid.

RALLIES

S E P T E M B E R
20-21 RALLYMASTERS SCRATCH ONE Open SCSCC event. 5 hours, nav. 9 A.M. Hody's Sepulveda & Ventura, \$3.50, post \$4. Bill Chester R.M. Call Jan Woodard FR 2-2231

19-20 SCCA National Championship NORTHEAST OHIO rally

18-21 VIKING RALLY (Europe)

27-28 SAN FERNANDO VALLEY FCCA CHERCHEZ LA ROUTE, 4 hrs. nav. & S.C.P. Reseda Bowl, Reseda, \$2. 9 A.M. picnic. Call Bob Chapman DI 7-7602

27-28 SANTA MONICA FCCA HAIPPIN HASSE II, SCSCC Open event, 6 hrs. nav. 8 A.M. Sunset Blvd. & Pan. Coast Hwy, \$3.50 Post \$4, Charlotte Nesbitt & Ruth Piercy, R.M.'s. Call Pat Dunham ST 4-2976

26-27 SCCA National Championship rally CONTINENTAL DIVIDE (Colorado)

27-28 SCCA Concours D'Elegance, Huntington-Sheraton Hotel, benefit.

O C T O B E R

3-4 DOUGLAS SCC DESERT RALLY V an SCSCC Open event, 7 A.M. Bob's Sepulveda near San Fernando Mission Rd. 6 hrs. nav. \$5, post \$6, slalom on Sunday Jim Robinson 354 Las Casas, Pacific Palisades. Opens Palm Springs season.

3-4 PORSCHE OWNERS CLUB STUTTGART SAFARI NCSCC Championship event. Write 5667 Arboretum, Los Altos.

10-11 SCCA National Championship rally RIP VAN WINKLE (New York)

15-17 AMERICAN INTERNATIONAL RALLY \$10,000 purse, Write 125 E. Linden, Burbank

17-18 SCCA National Championship rally SOUTH TEXAS STATE FAIR (San Jacinto, Texas)

22-25 PORTUGUESE RALLY (Europe)

23-25 SCCA National Championship rally FL

MOTORACING

3862 Westwood Blvd.

Culver City, Calif.

Entered as Second Class Matter
at Culver City, Calif.

NEWS

Rene Pellandini

President of Worldwide Import, Inc.

Western States Distributor for AC and Morgan Cars

CONGRATULATES

LEW SPENCER and

BARBARA WINDHORST



Barbara Windhorst & Lew Spencer

For their impressive 1st Overall Wins

at the recent San Luis Obispo and

Santa Barbara Road Races

It takes an AC Bristol to win!

A Proven Winner

on All Major U.S. Road Race Courses

7th Overall at Le Mans — 14th Overall at Sebring



WORLDWIDE IMPORT INC.

1968 So. Sepulveda Blvd., Los Angeles

(Between Olympic & Santa Monica Blvd.)

GGranite 7-6739

